SHOOTERS DISPERSE TO THEIR HOMES WITH EXPERIENCE!

General Order of War Department Changing Program of Events Worked Havor Among Riffemen Professional Coaches Needed by Weaker Teams.

The six hundred odd riflemen who gathered at Sea Girt from all quarters of the country and from one of its Pacific Sea colonies took back with them practical lessons that wil have a wide reaching influence upon the promotion of American skill with the military weapon that is used in common by the regu-lar services and the organized militia. Several important changes that were introduced into the national match this year were thoroughly tried out, and there was a general unanimity of opinion among the close folcess or failure. The elimination of coaching, the development of greater individual skill, the supriority of perfected team work over individual brilliancy, the methods of conducting a big match, changes in the order of events and the question of range facilities were all thrashed out and are expected to bear

fruit in the councils of the National Rifle Association next winter. The big meeting was begin under a handicap that threatened to reduce its conduct to choas and that dulled the edge of the individual competition. By the general order of the War Department under whose provisions the matches were conducted the natural order of events was arbitrarily reversed and the of events was arbitrarily reversed and individual preceded the national team match. The individual match promptly degenerated into a period of preliminary practice for the team match, instead of a conest for individual honors among the best shots on the range, and the team match, for which the far Western and Southern teams had made sacrifices of time, was delayed three days. With the exception of the braska team, every principal and alternate of the thirty-eight competing teams was entered by the team captains, and in many instances the opportunity was taken advantage of to choose the team from the showing made by the individual men. A three day period of preliminary practise had already been pro-

By reason of this blunder the officers of the matches were unable to handle the big field, and the progress of the match dragged on leisurely, time being wasted throughout the slow and rapid five stages with a profligacy that gave the old shots a chill and the inexperienced riflemen erroneous ideas about the game. With such a big field the relay system was adopted, and with the variable weather many contestants fired their entire strings under good conditions, while others found

and in great contrast to the uniformly good ever, worked little good among the weaker

The case of New York, the winner, and Tennesse, the last team, may well be cited. Each man on the New York team, being a skilled judge of atmospheric conditions, was the shooting in pairs the man firing took the judgment of his mate without question. On the Tennessee team there was not a man with such knowledge, and when a change of light or wind was easily apparent shooting pairs were unable to call the changes. At the 1,000 yard range, where the leading teams averaged 380 under the worst of conditions,

Tennessee's total for twelve men was fortyeight. Miss after mise was recorded and the
team was helpiess.

In the opinion of many riflemen who are
keen to spread the knowledge among the
weaker teams, such teams as Tennessee
would have learned much had a conspetent
coach been detailed to help, them. That the
knowledge of long range firing was, increased
among the Tennesseans by their performance
is not only improbable, but the natural assumption is that interest in rule practise
was sadily discouraged among them. The
same deplorable lack of knowledge, with no
mentor to assist, was evident among 50 per
cent, of the teams. Many teams had never
hefore run a skirmish and with no idea of
the importance of thoroughly known elevations it is not surprising that one team
failed to score an average of six hits per man.
That the weaker teams realized their lack
of knowledge was evident in the way they
sought information of the cracks. New
York's street in the camp was a favorite
rendezvous and the sub-target gun with
which the Seventy-first New York supplements the routine of gallery and range practise was a popular object of interest with
them. The good natured New Yorkers were
kent busy showing its operation and it divi ed interest with the alligators of the Floridia team.

A casual trip around the big camp would

team.
A casual trip around the big camp would be shown that the teams in Tennessee's

the interest with the alligators of the Florida team.

A casual try around the big camp would class even failed in the knowledge of how to clan a rife, the universal practice among them being to clean from the muzzle to the destruction of the fault intime at that, find the struction of the fault intime at that, find the struction of the fault intime at that, find the struction of the fault into met without the ilightest hore of winning a place.

The validation of the resident of the system of team work, that has been developed with great care. The mest throminent flustration of the fault has brilliant individual performers, a team system as clean cut as that of a variety elevel won the match. Of the system was a vindication of the system with a brilliant individual performers, a team system as clean cut as that of a variety elevel won the match. Of the system was the system as clean cut as that of a variety elevel won the match. Of the system was the system as clean cut as a system as clean cut as a system as clean cut and the system was a variety of the system, and but a hurricidy built up team work and only her middling had up into the farmer was a variety of the fittest her result of successive competitions and an illustration of the survival of the fittest her system is taken the continuation of the survival of the fittest as the continuation of the survival of the fittest her showledge of each other's characteristics and the old cut threat feeling developed by the competitions for the team was hard to overcome. In a fitter that under the present system it takes the propose then then four strongers skirmishing teams. When New York had held her own at this, the army's strongest here then the four strongers skirmishing teams. When New York had held her own at this, the army's strongest point, they woke up to the fact hat under the present system it takes the propose then then four strongers skirmishing teams. When New York had held her own at this, the army's strongest point, they woke up to the fact had the

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on leisurely, time being wasted throughout the slow and rapid five stages with a profilgacy that gave the old shots a chill and the imexperienced riflemen erroneous ideas about the came. With such a big field the relay system was adopted, and with the variable weather many contestants fired their entite strings under good conditions, while others found rain and high winds awaiting them at each range. The big entry list dwindled but slightly, for team captains kept their men in for the benefit of the last event, the skirmish, even though they had fallen down hopelessly at the other stages and were clearly out of the running for the prizes. Next year the individual match will unquestionably take its proper place on the program, following skit team match.

The elimination of coaching was the change that was watched with the keenest interest, and it developed some interesting phases. While the role of the professional coach dropped into the background of obscurity and on the leading teams the knowledge of wind and light had been undoubtedly advanced, among the team members it is doutful if the change aimed at was attained. Last year team with expert coaches were enable to follow without error the changes of conditions, and the man actually firing had but to follow mistructions, held like a rock and run up good scores.

The change was made with the ides that, thrown on their own resources, the shooting men would make a closer study of conditions and that the fine points would no longer be confined to a few enjerts. It is so was amen that had obtained the services of efficient coaches and who were sesting results. The change, however, worked no detriment to these teams, as in the team match heir aggregate score in practically every instance topped the scores made by them under the old coaching system. The change, however, worked no deriment to these teams, as in the team match heir aggregate score in practical and showed plainly in alternating high and long reason that the fine points would no longer be confined to a

SONYA FAILS ABROAD.

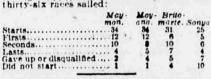
Quartet.

The four 52 raters Maymon, Moyana, Britomarte and Sonya, which have fur-nished the best of the racing in the British regattas have ended their sport and the Maymon has shown to be the best. The Maymon has shown to be the best. The Maymon is a boat owned by S. Butler, and was built last year from designs by William Fife. Up to the Ryde meeting the Moyana was leading with the most wins, but the Maymon did better after that and at the end led by a small margin. The Moyana is a boat built in 1903 from designs by Alfred Mylne for L. W. Leuchars. That she should have done so well in her third year shows what are markable boat she is an d how well sailed. The Britomarte, a Mylne boat, built this year for W. P. Burton, was next and the Herreshof boat Sonya, built for Mrs. Turner Farley, last.

this year for W. P. Burton, was next and the Herreshoff boat Sonya, built for Mrs. Turner Farley, last.

These tables and comments are taken from the London Yachtsman: "When Moyana carried away her spreader during Saturday's hard racing at the Royal Borset Y. C. regatta she had to close her season, new iron work not being procurable. For purposes of paper comparison and analysis, therefore, we may look at the work done by the four boats to the date of their separation, leaving a detailed examination of the performances of the class for future discussion. At Ryde Moyana was topping the fleet, but at the Royal Southern regatta she was disabled and was never herself again. Meanwhile Maymon had been slowly creeping up the flagstring, and with the Royal Southern match given her she established herself in the front rank and got an overlap at the Southsea races on the Monday following. Appended is an analysis of the thirty-six races sailed:

May Moy-Brito-



PAWNBROKERS' SALES.

Fifth Avenue Auction Room 233 FIFTH AVENUE, WM. B. NORMAN, Auctioneer."
Consolidated Sale No. "9 by Auction of The Provident Loan Society OF NEW YORK: Embracing dates of May 1st, 1301, to May 31st, 1904.

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279 Fourth Avenue. Unredeemed pledges running from No. 3152 to No. 34870, both inclusive, and all pledges left over from former sales.

ELDHIJGE STREET OFFICE.

186 Eldridge Street.
From No. 2482 to No. 35134, both inclusive, and all pledges left over from former sales.

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From No. 2482 to No. 35134, both inclusive, and all pledges left over from former sales.

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EAST 12574 STREET OFFICE.

From No. 13350 to No. 1638, both inclusive, and all pledges left over from former sales.

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at 10 o'clock each day.

Exhibition Mon. and Tues., Sept. 11th & 12th, 1903.

at 10 o'clock each Gay.

Exhibition Mon. and Tues., Sept. 11th & 12th. 1903.

L. L. FIRUSKI, Auct., 70 Bowery, sells 10 A. M.:
For pawnbrokers on dates as below, all unredeemed watches, diamonds, lewelry of every kind, silverware, firearms, instruments and pledges of every description pledged prior to dates and under ticket numbers specified, both inclusive; also all older ones reserved from previous sales.

Sept. 13—Order W. Simpson & Co.; Jewelry.
Sept. 14—Order Goldstons Pros., 518 6th av.; all pledges prior Sept. 1, 1904, to No. 38193.

Sept. 14—Order P. Kalmus & Son, 380 Canal st.; clothing, &c. pledged prior Sept. 4, 1904.

Sept. 15—Order C. Mayer & Co., 32 2d av.; all pledges prior Sept. 1, 1904, to No. 2324.

Sept. 15—Order I. Harlem, 808 8th av.; clothing, &c. pledged prior Sept. 5, 1804.

Sept. 18—Order J. Blau, 46 6th av.; all pledges prior Sept. 10, 1904, to No. 18500.

Sept. 18—Order J. Blau, 46 6th av.; clothing, &c. pledged prior Sept. 18, 1904.

Sept. 19—Order M. Levy, 45 Carmine st.; all pledges prior Sept. 10, 1904, to No. 18500.

Sept. 19—Order I. Harlem, 808 8th av.; all pledges prior Sept. 10, 1904, to No. 38207.

Sept. 19—Order I. Harlem, 808 8th av.; all pledges prior Ang., 1904, to No. 19800.

Sept. 19—Order I. Harlem, 808 th av.; all pledges prior Ang., 1904, to No. 19800.

Sept. 19—Order M. & E. Bruckhelmer, 2108 3d av.; clothing, &c., pledged prior Sept. 1, 1904.

Sept. 20—Order Wm. Goldstone, 87 Park Row; all pledges prior Sept., 1, 1904.

Sept. 20—Order Wm. Goldstone, 87 Park Row; all pledges prior Sept., 1, 1904.

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Sept. 20—Order Wm. Goldstone, 87 Park Row; all pledges prior Sept., 1, 1904.

Sept. 20—Order Wm. Goldstone, 87 Park Row; all pledges prior Sept., 1, 1904.

No. 14189; diamond heart, diamond bowknot pin.

CENTRAL AUCTION CO., M. Sheehan, Auctioneer, 152 and 154 Canal st., will sell at 10:30 A. M.: Sept. 138—By S. Leichtentrit, 557 2d av.; clothing pledged to Sept. 5, 1904.

Sept. 14—By E. Berger, 480 West 42d st. and 460 6th av.; clothing to Sept. 5, 1904.

Sept. 15—By O'Brien & Ryan; clothing.

Sept. 15—By H. McAleenan, 1330 Broadway; diamonds, watches, jewelry. &c., Nos. 1 to 28300. to July 15, 1904, inclusive, and all dates held over.

Sept. 18—By H. Freel, 29 New Chainbers st.; clothing to Sept. 10, 1904.

Sept. 19—By R. Simpson & Co., 143 West 421 st.; diamonds, jewelry. &c., pledged with Starr Loan Co., 963 3d av., Nos. 1 to 11000, and John Stich, 118 3d av., Nos. 6884 to 9678.

Sept. 19—By A. Schlang, 1856 3d av.; clothing pledged to Sept. 10, 1904.

Sept. 20—By H. Breckwedel, 473 Grand st.; diamonds, jewelry. &c., pledged to Sept. 10, 1904.

Sept. 20—By M. Well & Co., 2247 3d av.; clothing pledged to Sept. 10, 1904.

JULIUS SHONGOOD, Abctioneer, by Joseph

JULIUS SHONGOOD, Auctioneer, by Joseph Shongood's Sons, Auctrs, 94 Bowery, Sept. 13—Jewelry, watches, diamonds, pledged to Sept. 6, 1904. L. C. Neuberger, 784 8th av. Sept. 13—Clothing, &c., pledged to Sept. 6, 1904. I. Harris, 513 9th av. J. Biumenthal, 566 Hudson st. Sept. 14—Overcoats, clothing, &c., Harris & Co., 665 3d av.; L. Fisher & Son. Brooklyn. Sept. 15—Clothing, &c., up to Sept. 8, 1904. I. A. Levy, 229 3d av.; E. Glaser, 85 Catharine st. Sept. 15—Jewelry, cutlery, &c., pledges up to No. 57000. A. Sellinger, 634 2d av.; Marks. Loan Office, 2057 3d av. Sept. 15—Jewelry, cuttery, No. 57000. A. Selinger, 634 2d av.; Marks' Loan Office, 2057 3d av. Sept. 18—Jewelry, watches, diamonds, &c. John J. Aaron & Son, 191 Grand st. Sept. 18—Clothing. L. Davidow, 917 6th av. Sept. 19—Jewelry, watches, diamonds, etc. A. Friedman, 344 E. Houston st. and 191 3d av. Sept. 19—Clothing, etc., pledged to Sept. 12, 1904. L. C. Neuberger, 784 8th av.

ELI SOBEL, Auctr. 98 Bowery, sells 10 A. M., all goods pledged prior Sept. 8, 1904, and held over. Sept. 13—jewelry. Chas. 1. Singer, 826 10th av., and J. H. Relf, 414 2d av. Sept. 14—jewelry. Geo. Munk, 922 9th av., and Rublas's loan office. Brooklyn.

Sept. 15—jewelry. M. Harlam, Brooklyn, and H. Monday Sons. 363 West 42d at. Sept. 18—Clothing. Sol Unger, 169 Amsterdam av. Sept. 19—Clothing. J. Goldsmidt, 1187 2d av.

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NETONKA Sept. 16, 7:30 A. M.

SEPT. 23, 9:00 A. M.

NEAPOLIS Sept. 30, 6:30 A. M.

NIHAHA OCt. 7, 1 P. M.

RED STAR LINE. ANTWERP-DOVER LONDON-PARIS.
Sailing Saturdays at 10:30 A. M., Pier 14, N. R.,
roonland ... Sept. 16 | Finland ... Sept. 30
ecland ... Sept. 23 | Vaderland ... Oct. 7 WHITE STAR LINE.

NEW YORA - QUEENSTOWN - LIVERPOOL.
Salling Wednesdays and Fridays, Pier 48, N. R.
Majestic, Sept. 13, 10 A. M. Teutonic, Sept. 27, 10 A. M.
Cedric, Sept. 15, 6:30 A. M. Ceitic, Sept. 29, 5:30 A. M.
Cedric, Sept. 20, 9:30 A. M. | Oceanic, Oct. 4, 10 A. M. TO MEDITERRANEAN AZORES. FROM NEW YORK.
Sept. 26, noon; Nov. 4, Dec. 7
Oct. 19, noon; Nov. 20, Jan. 26, Mar. 9
Jan. 6, Feb. 17

Hamburg-American. Piymouth - Cherbourg - Hamburg

*Moltke, Sept. 14, 10 AM | Waldersec. Sept. 30, 6 AM | Patricia | Sept. 16, 7 AM | Bluecher, Oct. 5, 11 A. M | Pretoria | Sept. 23, noon | Penns liv'a, Oct. 12, 9 A. M | Grill room | Gymnasium on board, Calling at Dover for London and Paris. New York—Naples—Genoa By Superb New Twin Screw Steamers. Mccs, 35 and 37 Broadway. Plers, Hoboken, N. J

NORTH GERMAN LLOYD S. S. CO. FAST EXPRESS SERVICE.
PLYMOUTH—CHERBOURG—BREMEN.
Gronprinz.Sept. 26.1:30PM | Kronprinz. Cot. 24, noon
Calser... Oct. 3, 10 AM | Kaiser... Oct. 31, 10 AM
C. Wm. II. Oct. 10, 1 PM | K. Wm. II... Nov. 7, noon
OELRICHS & CO., 5 Broadway, N. Y.

CUNARD LINE.

To Liverpool via Queenstown.
From Piers 51-52, North River.
Etruria ... Sept. 16, 7 AM Umbria ... Sept. 30, 7 AM
Carpathla Sept. 19, 9 AM Caronia ... Oct. 8, 9 AM
Campania. Sept. 23, 11 AM Lucania ... Oct. 7, 11 AM
GIBRALTAR ... NAPLES ... ADRIATIC.
New Modern Twin Serew Steamers. New Modern Twin Screw Steamers.

PANNONIA Sept. 19, noon, Nov. 1, Dec. 19
SLAVONIA Oct. 17, 10 A. M.; Dec. 5, Jan. 30
CARPATHIA Nov. 21, noon, Jan. 9, Feb. 27
Vernan H. Brown, General Agent.

Apply 29 Broadway, New York.

CANADIAN PACIFIC RAILWAY. Intended Steamship Sailings from Vancouver for Japan, China and Philippine Islands. Empress of India, Oct. 2 Empress of China, 20v. 27 R. M. S. Tariar, Oct. 16 R. M. S. Athenian, Dec. 11 Empress of Japan, Oct. 30 Empress of India, Dec. 28 For Fiji. Hawaiian Islands, Australia and New Zealand.

Miowera Oct. 13 Moana Nov. 10 For rates and information apply at 458 and 1 B'way and 281 Fi fth Ave.

FRENCH LINE. Compagnie Generale Transatlantique. Direct line to Havre—Paris (France)
Salling every Thursday, 10 A. M.,
from Pier 42, North River, foot Morton St.
Bretagne. Sept. 14 * La Lorraine. Oct. 5
'Touraine. Sept. 21 La Bretagne. Oct. 12
Gascogne. Sept. 28 * La Touraine. Oct. 10

RAILROAD

9.25 (9.55 for North Philadelphia only) p. m.
12.10 night.

Dining Car. 1Extra fare train.
Ticket offices, Nos. 461, 1854 and 96 Broadway.
182 Fifth Avenue (below 23d St.), 263 Fifth Avenue (corner 29th St.), 1 Astor House and stations named above; Brooklyn, 342 Fulton Street, 860
Fulton Street, 390 Broadway and Pennsylvania Annex Station. The New York Transfer Company will call for and check baggage from hotels and residences through to destination.
Telephone "543 Chelsea" for Pennsylvania Railroad Cab Service.

V. W. ATTERBURY
General Manager.

Pass'r Tramc Manager. General Manager.

GEO, W. BOYD,

General Passenger Agent

STEAMBOATS.

HUDSON RIVER IGHT

Palatial steamers "NEW YORK" and "ALBAN's the Hudson River Day Line, fastest and fine

river boats in the world. Leave Brooklyn, Fulton St. (by Annex)... Leave Debrosses St. Pler... NEW PIER WEST 42D ST....

Steamer Mary Powell

Leaving Debrosses St. at 3:10 P. M. (Saturdays 1:45 P. M.); W. (2d St., 3:30 P. M. (Saturdays 2 P. M.); West 1:29th St., 3:50 P. M. (Saturdays 2:20 P. M.); West 1:29th St., 3:50 P. M. (Saturdays 2:20 P. M.); West 1:29th St., 3:50 P. M. (Saturdays 2:20 P. M.); West 1:29th St. (Saturdays BOSTON AND POINTS IN NEW ENG NEW ENGLAND FALL RIVER LINE via Newport and Fall River.
Lve. Pier 19 N. R., foot Warren St., week days and
Sundays, 5:30 P. M. Strs. PRISCILLA and PURITAN. Orchestra on sach.
PROVIDENCE LINE for Providence, Boston.
East and North, Lve. Pier 18, N. R., foot Murray
St., week days only, at 6:00 P. M. Strs. PROVIDENCE thew and PLYMOUTH. Orchestra on each.
NEW BEDFORD LINE for New Bedford, Cottage
City and Nantucket. Lve. Pier 40, N. R., foot
Clarkson St., week days only, at 6:00 P. M. Strs.
MAINE and NEW HAMPSHIRE.
NORWICH LINE for New Loudon, Block Island.
Norwich, Watch Hill, Narra. Pier, East and North.
Lve. Pier 40, N. R., gft. Clarkson St., week days
only, 6:00 P. M. Strs. CITY OF LOWELL and
CHESTER W. CHAPIN.
NEW HAVEN LINE for New Haven, Hartford.
Springfield and North. Lv. Pier 20, E. R., foot
of Peeck Silp, week days only, at 4:00 P. M., Str.
RICHARD PECK.
Tkits and Stater ins at 261, 673, 1185 and 1348 B way.

Rudson River by Searchlight.

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Steamers C. W. MORSE, odd dates Sept., and ADIRONDACK IV. Pler No. 22, N. R., foot of Canal St., 6 P. M.; and West 12th St. 6:30 P. M. weekdays and Sundays. Direct connection at Albany with express trains for Saratoga, Lake George, Lake Champisin, Adirondack Mountains, Thousand Islands. Nlagara Falls, Sharon Springs and all Northern and Eastern summer resorts. Orchestra on steamers. Automobiles carried. Time-table and excursion book free. "Beautiful Hudson by Searchlight." 10c.

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A SHORT, REFRESHING SEA TRIP.

The ideal route for Sportsmen and Tourists to Portiand. Bar Harbor, The Rangeleys, White Mountains, &c. Unequalied 3-day health giving Sound and sea trips. Steamers sall Tuesdays, Thursdays and Saturdays at 5 P. M. Booklet giving list of tours, hotels and boarding houses free on application to Maine S. S. Co., 290 Broadway, or Pier (New No.) \$2, East River, New York. Phone 3419 Franklin. "THE NEW LINE" N. Y. to FALL RIVER PROVIDENCE

.. .. BOSTON

LOW RATES TO ALL EASTERN POINTS.
PALATIAL STEAMER "FRANK JONES"
sails from Pier 20 (new) Fast River, foot of
Market St., Mondays, Wednesdays, Fridays, 4:30
P. M. 'Phone Side Orchard.

Daily freight service. \$2.50 JOY LIN Direct Steamers. PROVIDENCE \$ 1.50 PROVIDENCE 1.50
Every Week Day at 5 P. M.
Salling from Pier 35 East River, ft. Catharine St.

BLOCK ISLAND, ORIENT, GREENPORT, SHELTER ISLAND AND SAG HARBOR, Via Montauk Steamboat Co.'s Line.
From Pier 13. E. R., week days, except Saturdays,
6:00 P. M.; connecting at Greenport, 7 A. M., with
steamer for Block Island, Saturdays at 1:00 P. M.
direct.

TROY LINE, "SARATOGA" or "CITY OF Pler daily, 6 P. M., except Saturday. Direct rail-road connection at Troy for all points north and east. Sunday steamers touch at Albany. HARTFORD LINE From New Pier 19, East River, foot of Peck Slip, daily, except Sunday, at 6 P. M. for Connecticut River landings. Write for illustrated folder. Catskill, Hndson & Coxsackie Boats. Christopher St., N. R., week days. 6 P. M.

OCEAN STEAMERS. ANCHOR LINE. Glasgow via Londonderry.

Furnessia Sept. 16, 10 AM Astoria. Sept. 30, 9 AM Caledonia, Sept. 23, noon Columbia. Oct. 7, 3 P.M Caledonia, Sept. 23, noon Columbia. Oct. 7, 3 P.M Cabin. 850; Second Cabin. 855; Third Class, 827.50 and upward, according to accommodation and sieamable. For tours and information apply to HENDERSON BROTHERS, 17 and 19 Broadway. OLD DOMINION LINE. For Old Point Comfort, Norfolk, Portsmouth, Pinners' Point and Newport News, Va.; connecting for Petersburg, Richmond, Virginia Beach, Washington, D. C., and entire South and West. Freight and passenger steamers sail from Pier S. N. R., foot lieach at every weekday at 3 P. M. H. B. Walker, Vice-President and Traffic Manager.

RAILBOADS 'America's Greatest Railrord."

NEWYORK ENTRAL

STATIONS POOT OF WEST TWENTY-THIRD STREET AND DESCRICES AND STREET IS five minutes later than that given below for Twenty-third street sandon.

10.33 A. M. THE PENSYLVANIA LIMITED.—
10.35 A. M. THE PENSYLVANIA LIMITED.—
2.55 P. M. CHOUSE LIMITED. FOR CINCIN110.35 A. M. THE PENSYLVANIA LIMITED.—
2.55 P. M. CHOUSE LIMITE

*Daily. *Except Sunday. *Except Monday.

*Daily. *Except Sunday. *Except Monday.

*Do5 A. M. and 3:35 P. M. daily. except Sunday.

*O Pittafield and North Adams. Sunday at 2:31 A. M. Saturday at 2:30 P. M.

Pulman cars on all through trains.

Trains illuminated with Pintsch light.

Ticket offices at 149, 261, 416 and 1216 Broadway.

25 Union Sq. W., 275 Columbus av., 275 West 1281

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Telephone "900 38th Street," New York Central Cab Service. Baggage checked from hotel or residence by Westcott Express Company.

Passengers arriving by Ocean Steamers are menon the pier by a uniformed agent of the New York Central lines, who will arrance for checking largage and securing steeping car accommodations.

Passengers for the Dominion of Canada can have their luggage checked through in bond by the New York Central agent.

A. H. SMITH.

Georil Manager.

Gen'l Manager.

WEST SHORE R. R. (New York Central & Hudson R. R., Lessee,)
Trains leave Franklin st. station, New York, as
follows, and 15 minutes later foot West 42d st., NR.,
112:04 P. M.—Rip Van Winkle Flyer.
1:00 P. M.—Con. Lim. for Detroit. Chi. & St. Louis,
13:25 P. M.—Con. Lim. for Detroit. Chi. & St. Louis,
13:25 P. M.—Con. Lim. for Detroit. Chi. & St. Louis,
13:25 P. M.—For Roch., Buffalo, Cleveland & Chi.
18:00 P. M.—For Roch., Buffalo, Detroit & St. Louis,
19:14 P. M.—For Syra., Roch., Nia. Falis, Det & Chi.
2-Daily, †Daily except Sunday, Bakgage checked
from hotel or residence by Westcott Express,
A. H. SMITH.

Gen'l Manager.

Gen'l Pass'r Agent.

READING SYSTEM NEW JERSEY CENTRAL R. R.

READING SYSTEM

NEW JERSEY CENTRAL R. R.

STATIONS. [West 23d St., N. R.
Time shown below is from Liberty St., N. R.
23d St. leaves 10 minutes carlier, except as noted by designating marks.

EASTON, BETHLEHEM, ALLENTOWN AND MAUCH CHUNK—2430, 715 Easton), 9:10 A. M.
120, 4:40, 5:00 (b5:15 Easton only) P. M. Sun, 24:30 A. M., 1:00, 5:00 and 7:00 P. M.

WILKESBARRE AND SCHANTON—9:10 A. M., 1:20, 5:00 P. M. SUNDAY, 24:30 A. M., 1:00, 5:00 P. M.

LAKEWOOD, LAKEHURST, TOMS RIVER AND BARNEGAT—25:00, 9:40 A. M., 1:30 (25:46 Lasewood and Lakehurst), ce:15 F. M. Sundays, 7:00 A. M. (9:40 Lakewood and Lakehurst).

ATLANTIC CITY—"4:40 A. M., k:1:30 (25:46 Lasewood and Lakehurst). St. M. Sundays, 24:30, 8:30, 11:30 A. M., k:12:40 P. M.

LONG BRANCH, ASBURY PARK, OCEAN GROVE, POINT PLEASANT AND SEASHORE POINTS—24:90, 8:30, 11:30 A. M., k:12:40 P. M.

ATLANTIC CILDS. SEABRIGHT, MONMOUTH BCH, EAST LONG BRANCH—24:00, 25:50, 8:30, 11:30 A. M., 4:00, 8:30 P. M.

ATLANTIC HLDS. SEABRIGHT, MONMOUTH BCH, EAST LONG BRANCH—24:00, 25:50, 8:30, 11:30 A. M., 1:30, 6:30 P. M.

SHILL BATT LONG BRANCH—24:00, 25:50, 8:30, 11:30 A. M., 1:30, 6:30, 6:30 P. M.

PHILADELPHIA—24:30, m7:00, m8:00.*9:00, m*1:000, 1:50; m*1:000 A. M., m*1:200, m1:00, *2:00, *3:00, *4:30 m*5:50, m*6:00, *7:00, *7:30, *9:00, *10:30 P. M.

PHILADELPHIA—24:30, m1:00, *8:00, *9:00, *1:00 P. M.

*1:20, *5:00, *7:30 P. M.

SANDY HOOK ROUTE—Leave Pier 81, N. R.

**C. 42d St., 9:35 A. M., 1:00, 7:45 P. M. Caubeller (St.) P. M. Sundays, *10:00 A. M., 1:30, 8:30 P. M.

SANDY HOOK ROUTE—Leave Pier 81, N. R.

**C. 42d St., 9:35 A. M., 1:00, 7:45 P. M. Sundays, *10:00 A. M., 1:30, 8:30 P. M.

**SANDY HOOK ROUTE—Leave Pier 81, N. R.

**C. 42d St., 9:35 A. M., 1:00, 7:45 P. M. Sundays, *10:00 A. M., 1:30, 8:30 P. M.

Daily. IDaily except Sunday, *Sundays, *19arlor cars only. **Buldays, *9:25 A. M., 1:00, 7:45 P. M.

Daily. IDaily cacept Sunday, *Sundays, *19arlor cars only. **Buldays, *9:25 P. M., 1:00 P. M., *2:30 P. M.,

P. M.
Offices: Liberty St., West 23d St., 6 Astor House,
261, 434, 1300, 1354 Broadway, 182 5th Ave., 251 Mn
Ave., 25 Union Square West, 2798 3d Ave., 273 Mn
Ave., 25 Union Square West, 2798 3d Ave., 273 Mn
Ave., 25 Union Square West, 2798 3d Ave., 273 Mn
Ave., 25 Union Square West, 2798 3d Ave., 273 Mn
September 1, 245 Columbus Ave., New York: 342, 343, 344, 860 Fulton St., Brooklipn: 30 Broadway, Williams
baggage to destination.
W. G. BESLER,
Vice-Pres. & Gen. Mgr. Gen. Pass'r Agent.

BALTIMORE & OFIO RAILROAD EVERY OTHER HOUR ON THE EVEN HOUR'
TO BALTIMORE AND WASHINGTON.
Leave West 23d Street 10 minutes earlier, except midnight train leaves 1150 p. m.
Lv.Liberty street, 8:00 a.m. Except Sun. Buffet.
12:00 noon. Daily. Diner.
2:00 p.m. Daily. Buffet.
(Royal Limited). 4:00 p.m. Daily. Buffet.
(Royal Limited). 4:00 p.m. Daily. Buffet.
12:15 inght. Daily. Buffet.
12:15 inght. Daily. Sheeper.
12:15 inght. Daily. Sheeper.
12:15 inght. Daily. Sheeper.
13:00 p.m. Daily. Buffet.
SPIENDID TRAIN SERVICE.
THROUGH TRAINS BAILY. TO THE WEST.
Leave New York City. West 23d St. Liberty St.
Chicago, Columbas, Diner.
11:50 p.m. 12:15 in.
Chicago, Columbas, Diner.
11:50 p.m. 12:15 in.
11:50 p.m.

NEW YORK, NEW HAVEN & HARTFORD R. R. NEW YORK, NEW HAVEN & HARIPURU B. A.

Trains depart from Grand Central Station. 42d
St. and 4th Av. as follows. for
BOSTON. via New London & Prov.—12.10.00.
"2.810.09 A. M., 1281.00. (2.81.00. 12.50).
"18.502. *112.00 P. M.; via Willimantic—15.800 A. M., 12.00 P. M.; via Springfield—19.00 A. M., 12.00. *14.00. *11.00 P. M.

PORTLAND and BAR HARBOK—18.02 P. M.
WHITE MOUNTAINS. ST. ALBANS and QUEBEO.
"18.04 A. M. 19.00 P. M.

WORCHESTER & FITCHBURG, via Putnam. 13.P. M.

GREAT BARRINGTON. STOCKBRIDGE, LENOA.
PITTSFIELD—14.50, 19.02 A. M. \$1.24, 13.31 P. M.

Ticket omices at Grand Central Station and cizen
St. also at c201. 1185. c1354 B way, c25 Union Squain
c182 Fifth Ave. c245 Columbus Ave., c246 Madison
Ave., c278 West 125th St., 2798 Third Ave. is
Brooklyn, c342, 860 Fulton St., 300 Broad wads.
"Dally. tExcept Sundays. "Stops at 125th St.
Stops at 125th St. Sundays only. SSaturdays and
Parlor car limited. Has dining car. c Parlor and
Sleeping Car tickets also.

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Tickes and Pullman accommodations of the 333,1234 and 1354 Broadway, 182 5th Ave. 25 12 in 133,1234 and 1354 Broadway, 182 5th Ave. 25 12 in 133,1234 and 1354 Broadway, 25 12 Fulton St., Broadyn, 8 12 Fulton St., Broadyn, N. Y. Transfer Co. will call for and check baseage.

Lackawanna Railroad

Leaves New York, foot Barclay and C 18:00 A. M.—For Binghamton and E 10:00 A. M.—Buffalo, Chicago and S 10:00 A. M.—Syracuse, Oswego, Ric 110:00 A. M.—Syracuse, Oswego, Ric 110:00 P. M.—Pecono, Mountain Special

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